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## TRAIN ROBBERS REALIZE A COMFORTABLE FORTUNE

\$25,000 Taken Besides a Large Quantity of Jewelry and Other Valuables.

### HOLDUP A WELL PLANNED AFFAIR

Officers are Scouring the Country for the Robbers—United States Government Interested—Stopped the Mail Trains.

CHICAGO, Oct. 14.—Masked robbers held up train No. 9 of the Northwestern railroad shortly before midnight between Maple Park and Dekalb and shot at Dan White, the engineer, ran away with the engine and blew open the express car and safe. When the robbers had rifled the car they disappeared.

Train No. 9 forms part of the fast transcontinental mail which was recently established between New York and San Francisco. The run is made from Chicago to Council Bluffs on a schedule exceeding a mile a minute. It has been the general custom to carry only two cars, one containing express matter and the other mail. Train No. 9 left the Northwestern depot at 10 o'clock with Dan White as engineer.

No stops were scheduled between Dekalb, at which place the train was due shortly after 11 o'clock. At Maple Park, 50 miles from Chicago, it was discovered that tower "W" at Elburne was either out of order or was not giving the right signal. Dan White closed the throttle quickly and brought the train to a standstill.

The train was midway between Elburne and Maple Park. White had hardly brought his engine to standstill when two masked men jumped onto the steps and pointed guns at him and the fireman.

"Throw up your hands," they shouted. The railroad men did so. The two

robbers detached the engine from the rest of the train and White was told to pull out. The robbers ordered him to take his engine two miles up the track. Then he attempted to make a fight and recapture his engine. He struggled manfully, but finally one of the robbers shot at him but failed to hit him.

In the meantime four other men had attacked the conductor and brakeman. Numerous shots were fired to intimidate them. The conductor was unable to make any resistance, as he was told he would be killed.

One of the brakemen managed to escape in the darkness and raced to Elburne, where he managed to send the alarm to the train dispatcher in Chicago.

The robbers, after overpowering the conductor, ordered the express messenger, Frank Hobson, to admit them to the car.

"You open that car," one of the robbers shouted, "or we'll blow it up."

Back from the car came a shout: "You try to force it open and I'll shoot the first man who shows his head."

A volley of shots was the reply, and after several bullets had whistled past his head, the express messenger opened the car. They put revolvers to his head and compelled him to give up the keys to the local safe. They then blew open the door of the through safe with dynamite, the explosion wrecking the car.

The robbers grabbed all the money and express packages they could and fled. Although it is impossible to give within any great accuracy the amount, it is estimated by the officers of the American Express Company, in Chicago, that there was \$25,000 in the safes.

This amount was staged early today by General Manager Anrisdel of the American Express Company to have been in the car in cash alone. The amount of jewelry, etc., Mr. Anrisdel said he could not guess at.

The news of the hold-up was received in Chicago before 12 o'clock. Word was sent at once to the superintendent and a special train was ordered made up. Messengers were dispatched for Detective Reilly, chief of the special police of the Northwestern system.

When the train dispatcher was notified he gave orders to freight No. 118, bound east, to stop at Geneva and return at once to the scene of the hold-up.

The trainmen of No. 118 had noticed No. 9 standing on the track with a detached engine as they went by, but had thought nothing particular of it.

When the freight crew reached tower "W" they found the operator bound, gagged and tied to a chair. When released he gave the first real information to the officials.

He said at 10:30 o'clock four men had come into the tower and asked him the number of the next train going west. They wanted to know if it was No. 9, but the operator says he told them it was No. 118.

The robbers then told the operator he was a fool, that they knew better. To show the operator that they had had their plans thoroughly and knew what they were talking about, they pointed guns at his head and told him if he made a move they would kill him. They tied him up with ropes, stuffed a towel in his mouth and told him if he was a good fellow he would escape without being hurt. They then set the signals which caused No. 9 to slow up. The train dispatcher made repeated efforts to reach the Maple Park operator when no report was made to him for fifteen minutes of the passing of No. 9.

It was first thought at the Northwestern office that No. 9 had been wrecked, and orders were sent up and down the line to watch out and report an accident if any had occurred.

The police at the detective head-

quarters in Chicago were notified of the hold-up at midnight. Detectives were sent to the outlying stations of the Northwestern system in the hope of getting some trace of the robbers. Lieutenant Williams said there was little question that the robbers were Chicago crooks, as all the old-time train robbers have been captured, and it was thought that the practice had been pretty well broken up. A message was sent to all the police stations of Chicago to look out for the robbers.

The stopping of the mail train brings the United States authorities into the case, as well as the express company and special police service of the railroad company. If the robbers make their escape it will be by hiding in Chicago. Every effort is being made to prevent them from getting into the city. If they are compelled to stay out in the country over night their chances of eluding the officers will be slight.

**OFFICIAL REPORT.**  
 CHICAGO, Oct. 14.—Following is the official report of the robbery received at the Northwestern dispatcher's office today:

"Three or four men, masked and heavily armed, came to the office at tower 'W,' a block station located half way between Elburne and Maple Park. Told operator to hold up his hands. This was about 10:30 p. m. He thought they were fooling, but they then tied him down with a buckskin.

"There was a train coming, and operator told the men it was the fourth 119 and the men cleared the block. When No. 9 approached, the men saw it was their train and dropped the train order signal, stopping the train. They immediately blew open the safe in the American Express Company's car, looted its contents, then cut off the engine and ran with it to a point two miles west of Maple Park and escaped. The express train was badly damaged."

**SUSPECTS ARRESTED.**  
 CHICAGO, Oct. 14.—When the special train bearing General Superintendent Sanborn and Trainmaster Battisford reached the scene of the train robbery, they found that not only the operator of tower "W" had been bound and gagged, but the conductor, engineer and fireman of the train had been tied securely to the express car, the robbers thus preventing immediate pursuit. The trainmen were only able to give the railroad officials the direction

a cage having been stuffed down his throat.

Three suspects were arrested at day-break and taken to the South Elmhurst station, but the police were not at all confident they had the right men.

Bombay has a railroad which is used in connection with the sanitation of the town. According to the "Engineer," it is over three miles long, and is intended for transporting the road sweepings to a piece of land nearly 900 acres in extent.

## Your Head And what is in it.

No. 1.—CONTENTS.  
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